

# Stillwater Station Secondary Plan

Preliminary Draft – April 4, 2023

## 1.0 Introduction

The Stillwater Station Secondary Plan illustrates the long-term vision for the Stillwater Station lands, supported by a series of guiding principles which will provide the foundation for the for Stillwater Station Secondary Plan. The Secondary Plan promotes the creation of a mixed-use community and node within the existing Bells Corners community with residential and retail uses, and a connected network of streets, pathways, parks and open spaces with opportunities for future connections to the surrounding lands.

The City's Official Plan designates the Stillwater Station Secondary Plan as "Corridor - Mainstreet" and "Neighbourhood" and recognizes the potential for residential development on the lands, subject to the completion of a Secondary Plan. The Secondary Plan area is located approximately two (2) kilometres south of Moodie Station on Line 1 of the O-Train and is integrated into the established Bells Corners community with pedestrian and cycling pathways and a built-form that is sensitive to the context of existing adjacent uses.

### 1.1 Planning Area

The Stillwater Station Secondary Plan comprises an area of approximately 21 hectares located in the established Bells Corners community. The Secondary Plan contemplates two (2) large parcels. The first is a 9.59-hectare former industrial property which includes a 1.63-hectare portion of the former Carleton Place rail corridor, used today west of Moodie Drive as a multi-use pathway. This property is owned by Stillwater Station Ltd. and managed by The Properties Group Management Ltd. The second is the Bellwood Estates mobile home community which has an area of 12.22 hectares and contains approximately 250 residential dwellings. The mobile home community has been in place since pre-1965 and is the only residential currently located north of Robertson Road. Both parcels are contemplated within the Secondary Plan as required by the Official Plan, though the intensification and development are envisioned entirely within the former industrial lands. The Master Plan contemplates road connections and pathway connections between the two parcels that will develop over time.

## 2.0 Vision

The Stillwater Station site will transform into a compact, mixed-use, and transit-supportive community that contributes positively to housing affordability, creating a healthy & walkable community and strengthening the local economy within Bells Corners.

Six over-arching goals guide the Plan for Stillwater Station:

- (1) **Intensification** – providing greater residential densities and additional housing diversity contributing to the health of local businesses and services;
- (2) **Connectivity** – providing multi-modal connectivity to the surrounding community;
- (3) **Transit-Supportive** – Supporting the transit-priority network along Robertson Road and the rapid transit network at Moodie Station;
- (4) **Complete Community** – Providing opportunities for people to live in proximity to amenities and services;
- (5) **Housing Options and Aging in Place** – Increasing the diversity of housing options within the Bells Corners community and providing opportunities for people to downsize within their existing community; and,
- (6) **Built Form**- A context-sensitive built form to reflect the planned function of the area and the desired form of development, while respecting existing low-rise areas.

The Secondary Plan anticipates no changes on the Bellwood Estates lands. On the Stillwater Station lands, a grid network of public streets is established to provide a framework for the proposed development of the Stillwater lands, while contemplating the logical extension of development to other parcels through future redevelopments that may take place over time. Greenspace is integrated throughout the new development area, with a central public park and a series of pathways and private greenspaces providing additional opportunities for active and passive recreation. A new multi-use pathway connection to Robertson Road, and pedestrian and cycling facilities throughout the new development will provide connectivity to the adjacent network and encourage active transportation.

### 3.0 Land Use Policies

This section of the Stillwater Station Secondary Plan provides detailed policies that apply to the land use areas identified on Schedule A to this Plan. It establishes requirements for the key elements that are important to the community in establishing the physical environment of the Secondary Planning Study Area.

#### 3.1 Stillwater Station Lands

The Stillwater Station Lands are identified on Schedule A (Land Use Plan). The following policies apply to the Stillwater Station Lands:

- (1) Building heights up to 32 storeys are permitted in the north segment, closest to the Greenbelt and Beachburg Rail Corridor. The strategic location of these high-rise buildings will not impact the adjacent low-rise Bellwood Estates lands or other adjacent developments.
- (2) Building heights up to 6 storeys will be permitted in the central segment of the lands providing a suitable transition from the north edge of the site to the Bellwood Estates lands to the south.
- (3) Permitted residential built-forms include townhouses, stacked dwellings, and low-, mid- and high-rise apartments.
- (4) Retail uses are permitted along the north-south Street No. 2 at-ground level to activate the pedestrian realm.
- (5) Residential and mixed-use high-rise buildings will take a podium and tower form. Podiums on all buildings will be a minimum of two storeys in height and vehicular parking can be provided above the ground level for commercial and residential uses.
- (6) Where structured parking is provided, the visual impact of the structured parking should be minimized. Where the structured parking faces a street, extra measures will be taken by treating the facade like an occupied building through the use of architectural and material treatments that are compatible with adjacent facades to create a harmonious streetscape.
- (7) Tower portions of high-rise buildings should:
  - a. Have a floor plate size that is limited. Proposals for residential floor plates larger than 750 square metres, or commercial floor plates larger than 1,500 square metres shall:
    - i. Demonstrate that the relevant objectives of this plan are met through the use of such measures as building orientation, building shape, design and use of materials; and,
    - ii. Provide greater stepbacks and setbacks where necessary, to mitigate impacts of uses on adjacent buildings and properties.
  - b. Be appropriately separated from adjacent towers, either on the same site or on an abutting property. A high-rise tower should have a minimum separation distance of 20 metres from another high-rise tower. Reduced tower separation is acceptable if proposals can demonstrate:
    - i. That the relevant objectives of this plan are generally met through building layout and design, including but not limited to, the use of a smaller floor plate, building orientation, balconies or window treatments, stepbacks, setbacks, and/or building shape;
    - ii. That the potential for future high-rise buildings on abutting lots can be developed and generally meet the separation distances or mitigation measures provided above;
    - iii. That towers of different land uses require special consideration (i.e. a residential tower abutting an office tower).
  - c. Where a proposal cannot demonstrate through good design that the above requirements can be met, the site may not be considered appropriate for high-rise buildings or may require lot consolidation before they may be accommodated.

#### 3.2 Bellwood Estates Lands

The Bellwood Estates lands are the most southerly segment of the Study Area, generally adjacent to Robertson Road, or properties abutting Robertson Road. The Bellwood Estates Lands are identified on Schedule A (Land Use Plan). The following policies apply to the Bellwood Estates Lands:

- (1) Allow for pedestrian, cycling and vehicular connections in the Bellwood Estates Lands at the time of redevelopment to enhance the connectivity to the community north of Robertson Road.
- (2) Permitted uses and building heights are in accordance with the policies of the Official Plan.

## 4.0 Public Realm

The Stillwater Station Secondary Plan will feature a series of varied and well-connected public realm components that will integrate into the community and provide space for gatherings. The various components of the public realm are illustrated on Schedule B (Public Realm Plan). The following policies apply to the Public Realm:

- (1) The land use and built form of the buildings on the abutting properties shall respect and enhance the function and character of the open spaces and shall not produce adverse micro-climate impacts on these open spaces.
- (2) The public park located central to the site will have an area not less than 0.6 hectares and should aim to have at least 50% frontage abutting a street. The park will be designed to provide a range of active and passive recreational uses, decorative paving, shade structures, water features, seating, games tables, play equipment, splash pads, unstructured play areas, mini sports fields, and other similar facilities.
- (3) A linear public park connection east of Street No. 3 will provide a continuity of green space between the public park and the multi-use pathway connection to Robertson Road.
- (4) The Stillwater Creek corridor is a natural feature running through the west side of the Secondary Plan area. A multi-use pathway along the eastern creek bank will be encouraged at the time of Plan of Subdivision or Site Plan Control for developments abutting the creek corridor.
- (5) The City will work with property owners and local interest groups in the creation of a continuous pathway connection along the creek.

## 5.0 Transportation

The transportation network in the Stillwater Station Secondary Plan will be an accessible and interconnected network of pathways, streets, and sidewalks.

- (1) Public streets within the Stillwater Station Master Plan area will include public sidewalks on both sides of the street.
- (2) Streets No. 1 and No. 2 will both include cycle tracks.
- (3) A new multi-use pathway connection will be constructed along the east side of the Bellwood Estates lands, connecting the Stillwater Lands to Robertson Road. This corridor will provide facilities for both pedestrians and cyclists, continuing north along the eastern edge of the Secondary Plan area boundary to Street No. 1 in the north.
- (4) On-street parking will be permitted on all public streets within the Secondary Plan area.

## 6.0 Interpretation

This Secondary Plan establishes broad principles to guide future development in the Stillwater Station district.

Schedule A – Land Use Plan identifies various land use designations within the Stillwater Station District and this Secondary Plan provides policy direction for these areas.

- (1) The boundaries of the land designations in this Secondary Plan are flexible and subject to minor variation without amendment to this secondary plan. The location of land uses and rights-of-way are included to represent the facilities and services required and are not intended to represent exact locations.
- (2) Where lists or examples of permitted uses are provided in Section 3 of this Secondary Plan, they are intended to illustrate a general range and type of uses. Specific uses that are not listed but are considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land-use policy area are permitted.
- (3) Interpretation of the Downtown Barrhaven Secondary Plan will be made, having regard for all applicable policies established in the Official Plan.

## 7.0 Implementation

The policies of this Secondary Plan provide a framework for the future development and transformation of Barrhaven Downtown. The success of these policies depends on effective implementation. This section reinforces and augments the implementation policies contained in the Official Plan and describes the principal tools and actions the City intends to use to implement the objectives and policies of the plan.

### 7.1 Development Approvals

While implementation of the Secondary Plan will be multi-faceted in approach, traditional land-use planning processes, including zoning, plan of subdivision, and site plan processes will be the primary method of implementing the policies of this Secondary Plan.

- (1) Development applications must meet the policies identified in the Official Plan, as they may apply.
- (2) The goals, objectives and policies of this Secondary Plan will direct all development applications within the planning area.
- (3) All development in the planning area is subject to site plan control in accordance with the City's Site Plan Control By-law.
- (4) Council must enact a by-law providing zoning categories and standards for lands within the planning area to permit new development within the Stillwater Station district. The City may, when enacting implementing zoning by-laws, use a holding zone to specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development.
- (5) All new development must proceed by way of plan of subdivision or site plan control for the full extent of the property, in order to secure any public streets or parks identified on Schedule A – Land Use.

## **7.2 Greenspace Acquisition and Development**

The park spaces identified on Schedule A – Land Use are intended to provide open spaces where people can meet and connect within the Stillwater Station district.

- (6) Parkland to be acquired by the City through development applications are generally identified on Schedule A – Land Use.
- (7) Within the Stillwater Station district, parkland is to be provided at a rate of 10% of gross land area.
- (8) Where parkland dedication cannot be satisfied through land conveyance, cash-in-lieu of parkland dedication will be collected in accordance with the above parkland dedication rates. Cash-in-lieu funds collected will be used to purchase identified parkland parcels within the planning area.
- (9) The Ravine Lands identified on Schedule B – Public Realm, will be acquired by the City through development application processes.

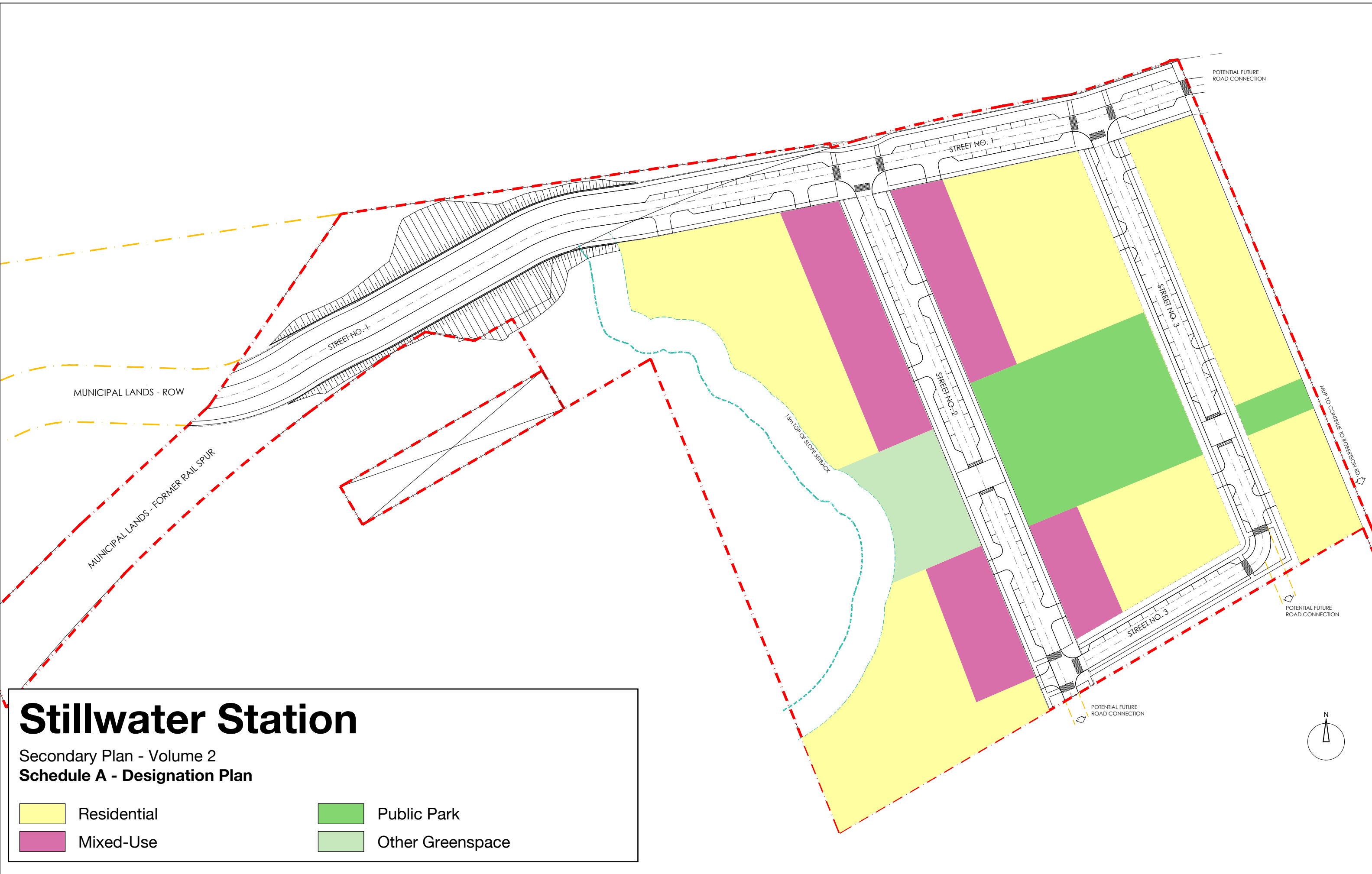
## **8.0 Schedules**

The following schedules will form part of the Secondary Plan:

Schedule A – Land Use


Schedule B – Public Realm

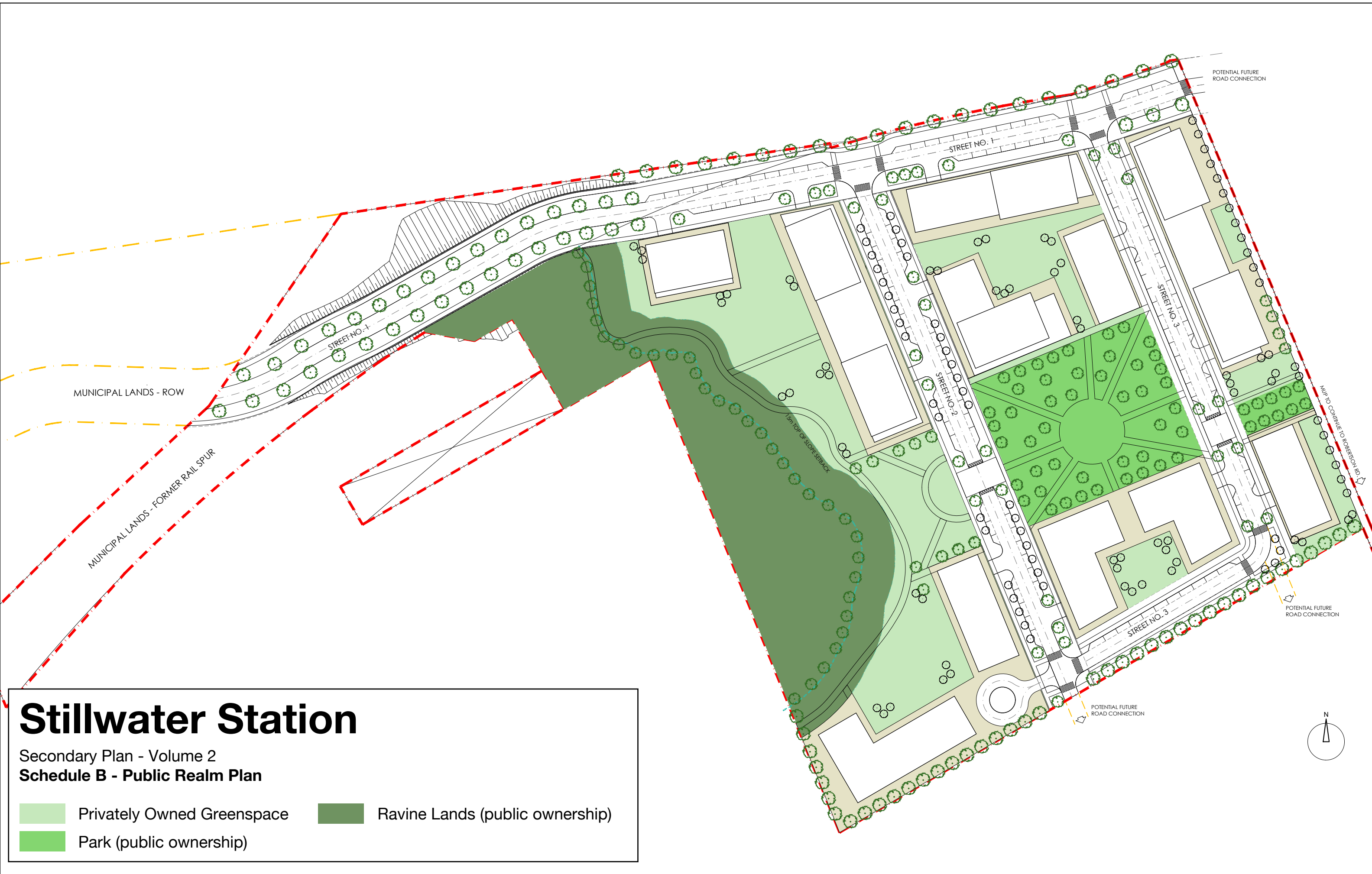
Schedule C – Building Heights



# Stillwater Station

Secondary Plan - Volume 2  
**Schedule A - Designation Plan**

- |  |  |
|--|--|
|  Residential |  Public Park      |
|  Mixed-Use   |  Other Greenspace |



# Stillwater Station

Secondary Plan - Volume 2  
**Schedule B - Public Realm Plan**





- Privately Owned Greenspace
- Park (public ownership)
- Ravine Lands (public ownership)



# Stillwater Station

Secondary Plan - Volume 2

## Schedule C - Maximum Building Heights

	6 storeys		25 storeys		31+ storeys
	20 storeys		30 storeys		